

**LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT**  

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**for August 17, 200 PLANNING COMMISSION MEETING**  
**REVISED**

**PROJECT #:** Use Permit No.05007

**PROPOSAL:** To obtain a use permit for 735,000 square feet of commercial/industrial floor area.

**LOCATION:** NW 56<sup>th</sup> St. and West "O" St.

**WAIVER REQUEST:**

1. Allow pad site ground signs to be located more than 30' from the building and within the front yard setback at least 20' from right-of-way.
2. Allow only 60' of right-of-way from center line along West "O" St. instead of the 100' as shown in the Comprehensive Plan.
3. Double frontage lot on Lot 3.
4. Reduce the front yard setback from 50' to 25'.

**LAND AREA:** 73.88 acres, more or less

**CONCLUSION:** The proposed development, with conditions, is in conformance with the Comprehensive Plan, Zoning Ordinance and Subdivision Ordinance. The development is located in Tier 1, Priority A.

The reasons for the requested waivers, described in the applicants memo to allow signs beyond 30' of the pad site and in the front yard, to not require 100' of right-of-way from centerline, and to allow Lot 3 to have double frontage justify granting the waivers.

| <b>RECOMMENDATION:</b> |   | <b>Conditional Approval</b> |
|------------------------|---|-----------------------------|
| Waivers:               |   |                             |
| 1.                     | Allow pad site ground signs to be located more than 30' from the building and within the front yard setback at least 20' from the right-of-way. | Approval                    |
| 2.                     | Allow only 60' of right-of-way from center line along West "O" St. instead of the 100' as shown in the Comprehensive Plan.                      | Approval                    |

|    |   |          |
|----|---|----------|
| 3. | Double frontage lot on Lot 3.                 | Approval |
| 4. | Reduce the front yard setback from 50' to 25' | Approval |

**GENERAL INFORMATION:**

**LEGAL DESCRIPTION:** Lot 24 I.T., located in the Southeast 1/4 of Section 24, Township 10 North, Range 5 East; Lancaster County, NE

**EXISTING ZONING:** AG, Agricultural

**EXISTING LAND USE:** Undeveloped

**SURROUNDING LAND USE AND ZONING:**

|        |     |  |
|--------|-----|--|
| North: | AG  | Interstate 80 and agricultural north of the interstate |
| South: | AG  | Agriculture  |
|        | H-3 | Highway Commercial                                     |
| East:  | H-4 | Commercial/Undeveloped                                 |
| West:  | AG  | Agriculture  |

**ASSOCIATED APPLICATIONS:**

Annexation 05012

Change of Zone 05055 (AG to I-3)

**HISTORY:**

|                   |   |
|-------------------|---|
| November 19, 2001 | Annexation #01003 to annex approximately 9 acres southwest of NW 56 <sup>th</sup> St. and West "O" Street and Change of Zone #3314 from AG to H-3 was approved by the City Council.     |
| February 22, 1999 | Annexation #98016 to annex approximately 162.7 acres along West "O" St. from approximately NW 40 <sup>th</sup> St. to west of NW 56 <sup>th</sup> St. was approved by the City Council. |
| February 6, 1996  | Change of Zone #2965 from AG to H-4 on property northwest of NW 56 <sup>th</sup> St. and West "O" St. was approved by the City Council.   |

## **COMPREHENSIVE PLAN SPECIFICATIONS:**

Lincoln's future urban growth should generally occur in multiple directions around the existing city. Lincoln will continue to have managed and contiguous growth. (F-17)

This area is within the Capitol View Corridor (F-19a)

The 2025 Comprehensive Plan Land Use Plan identifies this area as industrial. (F-23)

This area is within Tier 1, Priority A.

Priority A of Tier 1:

Areas designated for near term development are generally contiguous to existing development and should be provided with basic infrastructure within 12 years of the adoption of the Plan. Some of the infrastructure required for development may already be in place. This area includes some land already annexed, but is still undeveloped and without significant infrastructure. Areas with this designation are the next priority for infrastructure programming. Some infrastructure improvements may be done in the near term while others, such as road improvements that are generally more costly, may take longer to complete.(F-29)

The Plan foresees the demand for nearly 2,400 acres of additional industrial property over the planning period. The expressed desire has been to seek locations for future industries on land outside the 100 year floodplain-areas that have traditionally been sites for such use. (F-37)

Commercial and industrial districts in Lancaster County shall be located:

- within the City of Lincoln or incorporated villages
- outside of saline wetlands, signature habitat areas, native prairie and floodplain areas (except for areas of existing commercial and industrial zoning)
- where urban services and infrastructure are available or planned for in the near term
- in sites supported by adequate road capacity – commercial development should be linked to the implementation of the transportation plan
- in areas compatible with existing or planned residential uses
- in areas accessible by various modes of transportation (i.e. automobile, transit and pedestrian)
- so that they enhance entryways or public way corridors, when developing adjacent to these corridors
- in a manner that supports the creation and maintenance of green space as indicated in the environmental (F-38)

### **LIGHT INDUSTRIAL**

Light Industrial areas should be a minimum of 50 acres in size, with larger planned centers preferred. Light Industrial centers are primarily for lighter manufacturing uses with some additional office and retail uses located within the center, such as the Chamber industrial Tract at S. 14<sup>th</sup> St. & Old Cheney Rd. (F-39)

## **UTILITIES:**

- A. Sanitary Sewer: Wastewater service to this property requires completion of two phases of pipeline construction. Phase 1 extends the trunk sewer from SW 40<sup>th</sup> St. and BNSF Yards to near NW 52<sup>nd</sup> St. and I-80. The phase 1

contract has been awarded. Phase 2 extends the trunk sewer west to about NW 58<sup>th</sup> St. and West "O" St. The estimated completion date of phase 2 is September 2006 assuming favorable construction conditions. Both of these projects are shown in the proposed FY 2005-2011 Capital Improvement Program.

- B. Water: There is an existing 16" water main along West "O" St. east of NW 56<sup>th</sup> St. There is a 12" water main providing service to the adjacent property. The developer will be required to extend the 12" main to serve this property. The proposed FY 2005-2011 Capital Improvement Program shows a project to extend the 16" main along West "O" Street to approximately the west property line of this development. The project has two phases, phase 1 of construction to Westview Circle is estimated to be completed in October 2006. Phase 2 would extend the 16" water main to the west end of the plat and is estimated to be completed in 2007. Both project schedules assume favorable construction conditions. Prior to the final platting of Redfield Drive, the 16" water main must be extended to the west end of the plat in order to provide fire protection.
- C. Roads: The roads within the development shall be local commercial streets. The State has a project to realign West "O" St to the north to accommodate future widening and other improvements. This project will impact a portion of this development. The project is estimated to begin construction in 2011-2012. The project requires right and left turn lanes in West "O" St at Redfield Drive and Westview Circle. These improvements are the responsibility of the developer, and not impact fee facilities.

**TOPOGRAPHY:** The area generally slopes north to south. There are two drainage ways through the property.

**TRAFFIC ANALYSIS:**

NW 56<sup>th</sup> St. is classified as a minor arterial. Currently it is a gravel road. The 2025 Comprehensive Plan identifies NW 56<sup>th</sup> as a proposed project for two lanes plus center turn lane.

West "O" St. is classified as principal arterial. The Nebraska Department of Roads is currently working on a project to realign and widen West "O" St. The project is estimated to begin construction in 2011-2012.

**PUBLIC SERVICE:** The nearest fire station is Station 11 located at 3401 W. Luke St. within the Air Park West Industrial Park.

**ANALYSIS:**

1. This is a request to obtain a use permit in conformance with the I-3 Employment Center District for 735,000 square feet of commercial/industrial floor area.
2. The I-3 District limits retail uses to 20% and office use to 30% of the buildable square footage of the land included within the boundaries of the use permit assuming a floor-to-area ratio of one to four.
3. The proposed development is outside the city limits, but is within the future service limits and is shown as industrial in the 2025 Comprehensive Plan.
4. This subdivision lies within Airport Environs Noise District and a Turning Zone. An Avigation and Noise Easement is required prior to approval of a final plat.
5. This area is designated as Tier I, Priority A in the 2025 Comprehensive Plan. The Comprehensive Plan identifies Priority A of Tier I as areas designated for near term development generally contiguous to existing development and should be provided with basic infrastructure within 12 years of the adoption of the Plan. Some of the infrastructure required for development may already be in place.
6. The proposed development is compatible with adjacent land use and is in conformance with the 2025 Comprehensive Plan. There is a commercial development to the east and southeast.
7. This development will require sanitary sewer to be extended from the south. The sanitary sewer is estimated to be constructed to serve this development in September 2006. The 16" water main in West "O" Street needed to serve this development is planned to be constructed in two phases. Phase 1 is estimated to be constructed by October 2006 and Phase 2 in 2007.
8. The name "View" is a duplicate street name and shall not be used. Street name regulations require North/South Streets west of 1<sup>st</sup> Street have the prefix "Northwest". Likewise, East/West Streets west of 1<sup>st</sup> Street have the prefix "West". Also, the street name type "Circle" shall only be used north of "Parker Drive" intersection.
9. The Health Department requests a 160' buffer from the existing gas lines. However, there are no such requirements. At the very least they ask that prospective buyers be advised.

10. The request to grant waivers to existing standards are justified. The following reasons were provided by the applicant.
  1. Due to the distance between building pad sites and the public right-of-way, the placement of signs more than 30' from buildings would allow signs to be located in more visible locations to identify the business.
  2. The existing right-of-way ranges from 70' to 112' from centerline along the West "O" Street frontage of the proposed Westview Addition. The applicant states that the future roadway project would be built to urban roadway standards, as it would be within city limits. The existing right-of-way on the north side of West "O" Street would accommodate the future roadway cross section, and that requiring 100' of right-of-way is not necessary.
  3. The request for double frontage lots for Lot 3 is to allow flexibility in the internal site design. Lot 3 will provide space for the Lincoln Poultry building, which includes office and distribution operations. The building is proposed to have access from two roadways, one for truck delivery (Redfield Drive), and the other for office and visitor access (Westview Circle). The ingress/egress access points for Lot 3 will allow these vehicle movements to be function separately as reflected in the building's preliminary design.
11. The Planning Staff is supportive of the waiver to reduce the front yard setback with the condition that additional landscape screening be provided. The additional landscape screening shall include parking lot trees at 1 per 6,000 s.f. of paved area and the side of the parking lot adjacent to a street shall be screened at least 90% from two feet to four feet above the surface of the lot. These are standards in the proposed "streetscape" amendments on the Planning Commission's pending list, where setbacks are reduced in exchange for more effective screening and landscaping.

**CONDITIONS OF APPROVAL:**

Site Specific:

1. After the applicant completes the following instructions and submits the documents and plans to the Planning Department office and the plans are found to be acceptable, the application will be scheduled on the City Council's agenda:

- 1.1 Revise the site plan to show:

- 1.1.1 Change “SGBA” to AG and “C” to H-4 on the zoning designations of the abutting properties.
- 1.1.2 Delete the uses in the Land Use table. Add the following note below the table; “All permitted uses within the I-3 District shall be allowed.”
- 1.1.3 Identify the purpose of the 20' setback on Lots 7 & 3.
- 1.1.4 Show street profile for N.W. Redfield Dr. and West Parker Dr. extended 300' beyond the boundary of the use permit.
- 1.1.5 Remove waiver #1. It is not necessary.
- 1.1.6 Add double frontage lot of Lot 3 to the list of waivers.
- 1.1.7 Add dedicate less than 100' of right-of-way along west “O” St. to the list of waivers.
- 1.1.8 Show and label the driveway on the south side of West “O” St. across from Westview Cir.
- 1.1.9 Add the prefix “Northwest” and only use “Circle” north of Parker Drive and change the name of Westview Circle. Add the prefix “West” to Parker Drive, and add prefix “Northwest” to Redfield Drive.
- 1.1.10 Show an easement for the gas main on Lots 6 & 7.
- 1.1.11 Make revisions to the satisfaction of Public Works & Utilities as stated in their report dated August 5, 2005.
- 1.1.12 Show NW 56<sup>th</sup> St. on the vicinity map. Show West “A” St. to NW 84<sup>th</sup> St. and SW 40<sup>th</sup> St. to West “O” St.
- 1.1.13 Provide street access to Lot 16 I.T.
- 1.1.14 Remove the building envelopes on Lots 2 & 3 from within the West “O” St. realignment right-of-way.
- 1.1.15 Add a note stating “The grant of an avigation and noise easement to the Lincoln Airport Authority is a condition of approval as all or part of the land is located within the Airport Environs Noise District and

potentially subjects the land to aircraft noise levels which may affect users of the property and interfere with its use.

1.1.16 Add a note stating, "Parking lot trees shall be installed at 1 tree per 6,000 s.f. of paved area and the side of the parking lot adjacent to a street shall be screened at least 90% from two feet to four feet above the surface of the lot.

1.1.17 Make revisions to the required easements and notes as stated in the LES report dated August 2, 2005.

2. This approval permits 735,000 square feet of floor area and variances to allow a double frontage lot on Lot 3, and ground signs more than 30' from the building and within the front yard setback at least 20' from the right-of-way, less than 100' street right-of-way dedication and reduce front yard setback to 25'.

**General:**

3. Before receiving building permits:

3.1 The permittee shall have submitted a revised and reproducible final plan including 5 copies showing the following revisions and the plans are acceptable:

3.1.1 Grant an aviation and noise easement to the Lincoln Airport Authority on all or that part of the land located within the Airport Environs Noise District.

3.2 The construction plans shall comply with the approved plans.

3.3 Final Plats shall be approved by the City and the subdivision agreement shall require the subdivider, successors, and assigns to inform the prospective purchasers of lots within 160' of the gas main of the presence of the underground petroleum pipeline.

**STANDARD CONDITIONS:**

4. The following conditions are applicable to all requests:



- 4.1 Before occupying the buildings all development and construction shall have been completed in compliance with the approved plans.
- 4.2 All privately-owned improvements shall be permanently maintained by the owner or an appropriately established association approved by the City Attorney.
- 4.3 The site plan accompanying this permit shall be the basis for all interpretations of setbacks, yards, locations of buildings, location of parking and circulation elements, and similar matters.
- 4.4 This resolution's terms, conditions, and requirements bind and obligate the permittee, its successors and assigns.
- 4.5 The applicant shall sign and return the letter of acceptance to the City Clerk within 30 days following the approval of the special permit, provided, however, said 30-day period may be extended up to six months by administrative amendment. The clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filling fees therefor to be paid in advance by the applicant.

Prepared by:

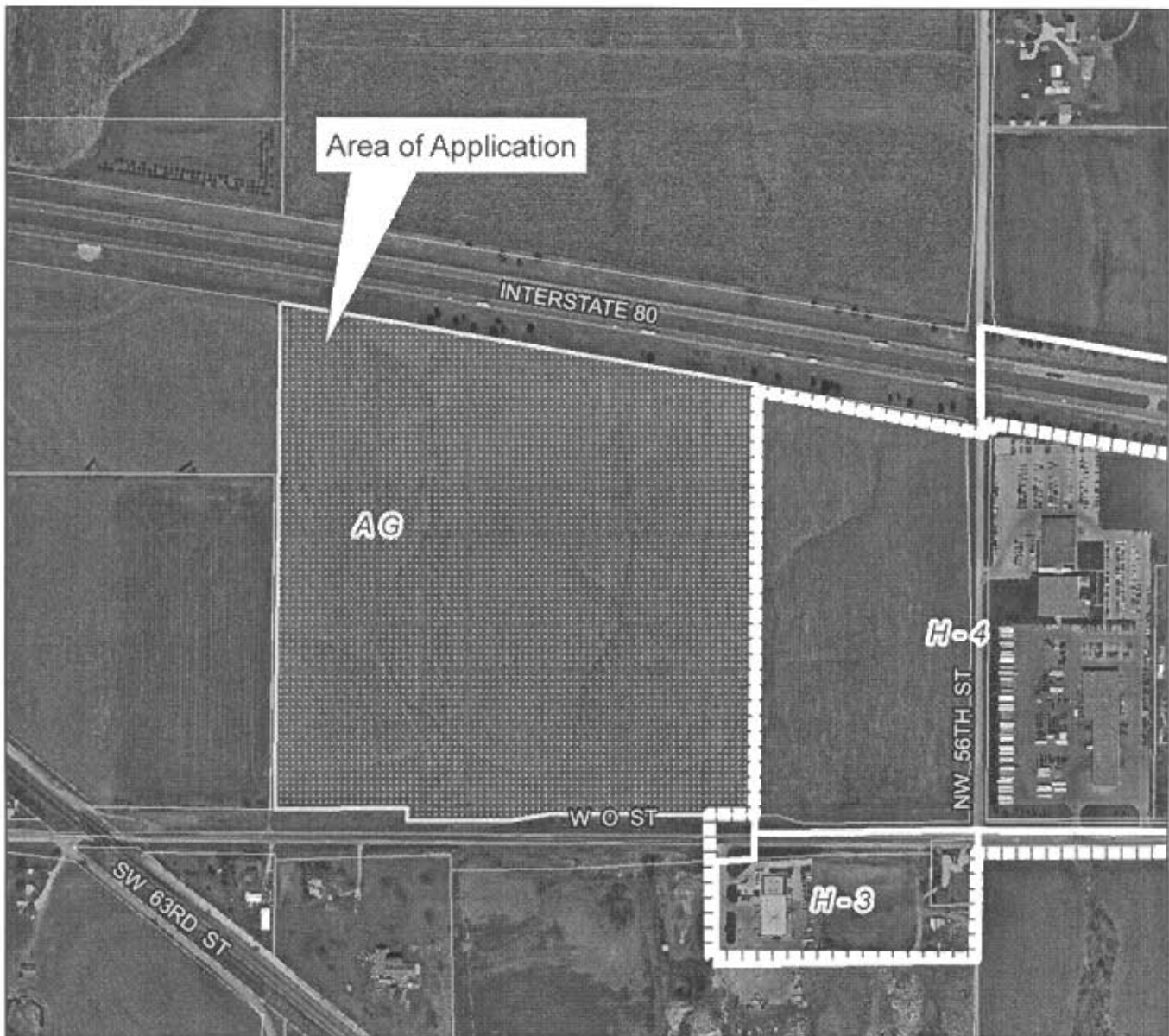
Tom Cajka  
Planner

**DATE:** August 18, 2005

**APPLICANT/  
OWNER:** Richard Evnen  
PFS Property  
2005 " St.  
Lincoln, NE 68510

**CONTACT:** Mark Palmer  
Olsson Associates  
1111 Lincoln Mall  
Lincoln, NE 68508  
(402) 474-6311

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**Use Permit #05007  
NW 56th & W. 'O' St.  
Westview Addition**

2005 aerial

**Zoning:**

|            |  |
|------------|--|
| R-1 to R-8 | Residential District                   |
| AG         | Agricultural District                  |
| AGR        | Agricultural Residential District      |
| R-C        | Residential Conservation District      |
| O-1        | Office District                        |
| O-2        | Suburban Office District               |
| O-3        | Office Park District                   |
| R-T        | Residential Transition District        |
| B-1        | Local Business District                |
| B-2        | Planned Neighborhood Business District |
| B-3        | Commercial District                    |
| B-4        | Lincoln Center Business District       |
| B-5        | Planned Regional Business District     |
| H-1        | Interstate Commercial District         |
| H-2        | Highway Business District              |
| H-3        | Highway Commercial District            |
| H-4        | General Commercial District            |
| I-1        | Industrial District                    |
| I-2        | Industrial Park District               |
| I-3        | Employment Center District             |
| P          | Public Use District                    |

One Square Mile  
Sec. 24 T10N R5E



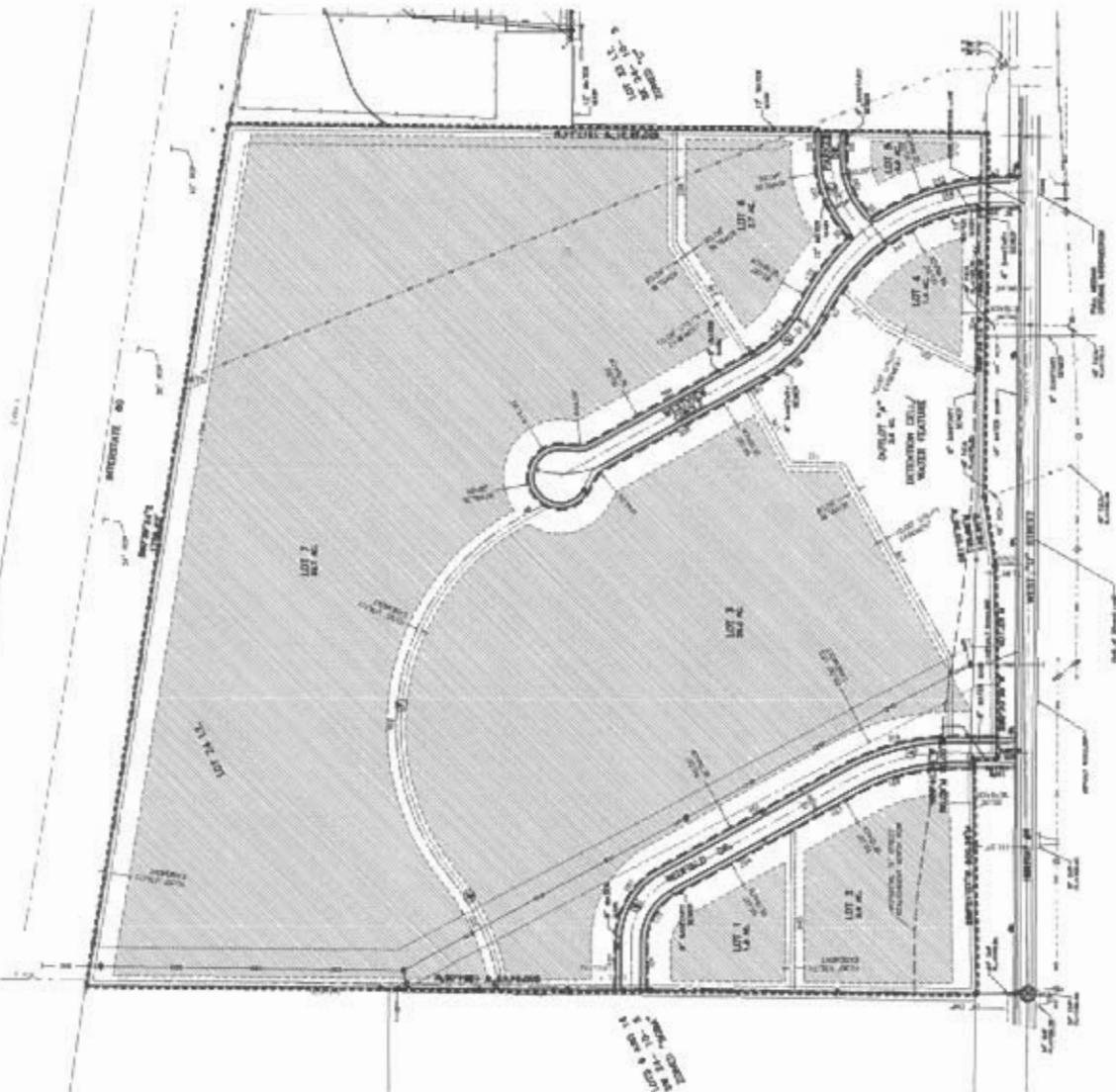
Zoning Jurisdiction Lines  
City Limit Jurisdiction



**THE FRUIT  
OF THE TREE**

**CHAMBER & PETERSON**  
1111 E. 10TH AVE.  
DENVER, CO 80202  
TEL: 333-1111

**SHIRAZ & ASSOCIATES**  
1001 E. 10TH AVE.  
DENVER, CO 80202  
TEL: 333-1111



| LOT | TREED | FLOOR<br>AREA (S.F.) | YTD |
|-----|-------|----------------------|-----|
| 1   | 100   | 1,000                | 100 |
| 2   | 100   | 1,000                | 100 |
| 3   | 100   | 1,000                | 100 |
| 4   | 100   | 1,000                | 100 |
| 5   | 100   | 1,000                | 100 |
| 6   | 100   | 1,000                | 100 |
| 7   | 100   | 1,000                | 100 |
| 8   | 100   | 1,000                | 100 |
| 9   | 100   | 1,000                | 100 |
| 10  | 100   | 1,000                | 100 |
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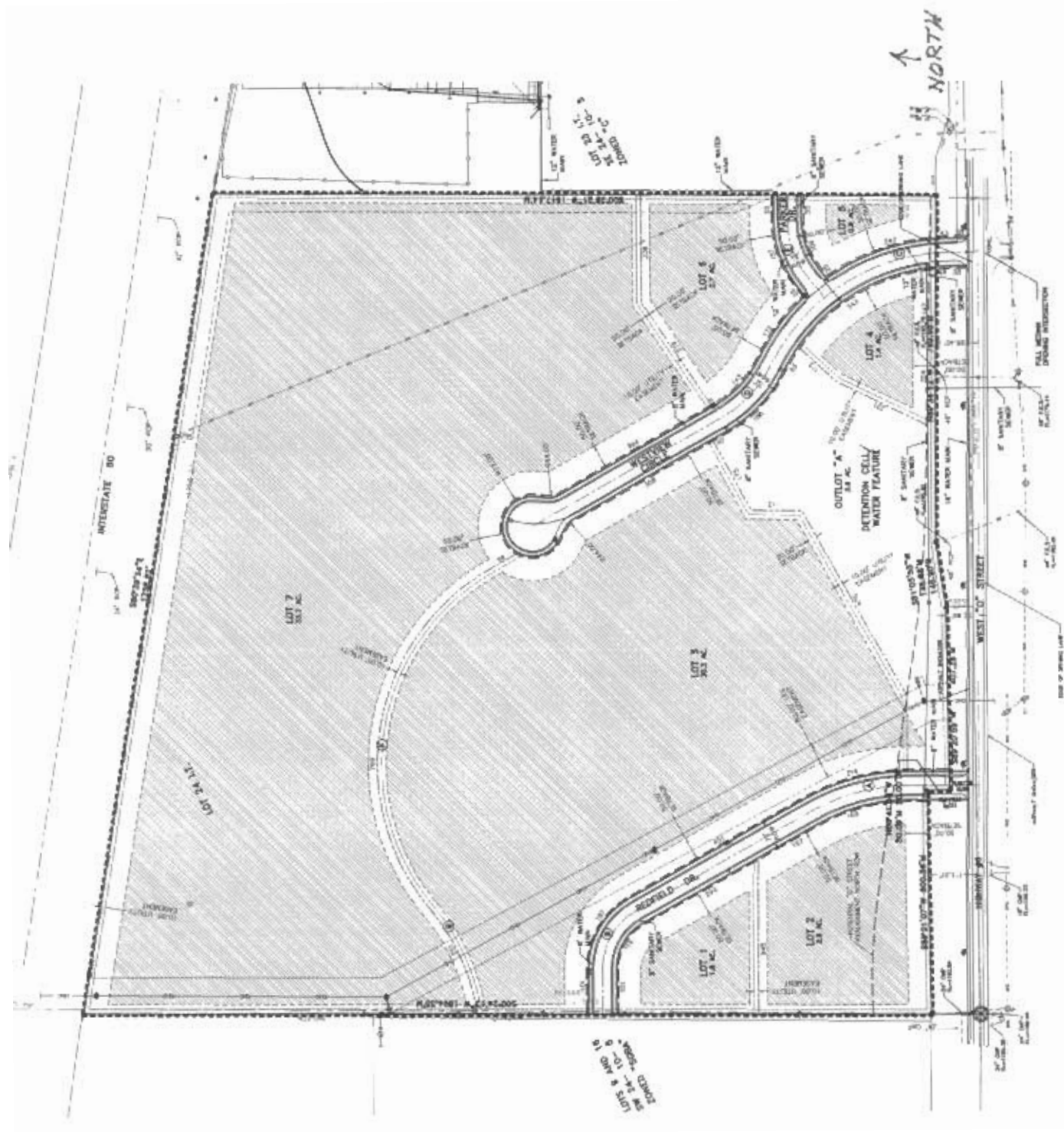
| CURVE | RADIUS | LENGTH | TRANSFORM | CHORDS | AREA      |
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| b     | 100.00 | 100.00 | 81.60     | 191.13 | 38222.22  |
| c     | 100.00 | 100.00 | 275.36    | 686.78 | 137344.47 |
| d     | 170.00 | 172.20 | 60.39     | 149.39 | 29877.77  |
| e     | 200.00 | 190.00 | 70.70     | 171.45 | 34290.91  |

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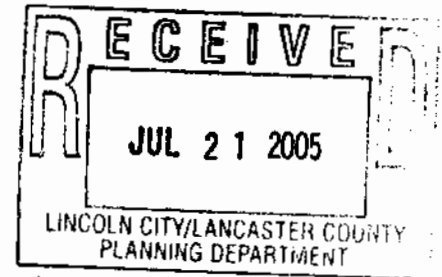
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**OLSSON ASSOCIATES**  
ENGINEERS • PLANNERS • SCIENTISTS • SURVEYORS



July 21, 2005

Mr. Marvin Krout  
Planning Department, City of Lincoln  
County-City Building  
555 South 10<sup>th</sup> Street  
Lincoln, NE 68508

Re: Westview Addition Use Permit  
Project No. 2004-0855

Dear Mr. Krout:

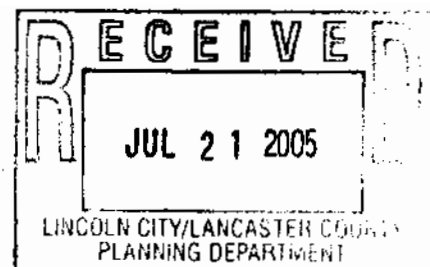
Enclosed please find the following for the above-mentioned project:

1. Site Plan - 21 copies.
2. Drainage and Grading Plans - 9 copies.
3. Street Profile Plans - 5 copies.
4. Change of Zone & Annexation Applications
5. Change of Zone & Annexation Exhibits - 3 copies
6. Soils Report - 1 copy.
7. Drainage Study - 3 copies.
8. Use Permit and Zoning submittal Fee
9. Ownership certificate

On behalf of the Owner / Developer, Pfs LLC, 2005 M Street, Lincoln NE 68510, we are submitting the Lincoln Poultry Center Use Permit. We are also requesting annexation and change of zone. We expect to be scheduled on the Planning Commission Agenda for the 17<sup>th</sup> of August.

We have met with staff on numerous occasions to review the proposed site plan, gain preliminary comments, and discuss the annexation of this property. The site plan has been revised to address the concerns discussed at our meetings.

The following waivers are being requested for the above-mentioned project. The justification for each waiver is listed below:



1. A waiver to the Lincoln Municipal Code (Section 27.69.0) to allow block sizes in excess of 1,320 feet.

*The nature of this development and the location adjacent to Interstate 80 require a block length waiver.*

2. A waiver to the Lincoln Municipal Code (Section 27.69.081 (d)) to allow on-premises ground signs for each freestanding pad site building to be located more than 30' from the buildings and within the front yard setbacks, provided that they are located at least 20' from right-of-way.

*The size of the lots allows buildings to set back a long distance from the streets. With the requirement for a sign to be within 30' of the building, sign visibility would be poor.*

3. The comprehensive plan calls out for 200' right-of-way along "O" Street in this area (100' each side). This development will dedicate 60' out of that 100'.

We have also submitted a base map AutoCad file and PDF files of each plan sheet to Logan Christy.

Please contact Mark Palmer if you have any questions or require additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Don R. Day".

Don R. Day, PE

Encls

cc Richard Evnen  
Don Wesley  
Jennifer Strand





"Mark Palmer"  
<MPalmer@oaconsulting.co  
m>

08/08/2005 02:40 PM

To <DRoss@ci.lincoln.ne.us>

cc

bcc

Subject Lincoln Poultry 100' Right of Way Waiver

Duncan

I wanted to expand on my request to waive the 100' of Right of Way that is shown to be required by the Comprehensive Plan for the section of "O" Street abutting the Lincoln Poultry property.

The standard requirement for arterial right of way throughout the city is 60' (70' when a right turn lane is required.) The existing Right of Way in "O" street varies from 70' to 112' along the Lincoln Poultry property. "O" street is shown to be incorporated into the City of Lincoln in the near future. When "O" street is improved it will be to urban standards with curb and gutter and storm sewer, rather than the existing rural ditch section design. The existing right of way will be more than adequate to allow "O" street to be expanded to an urban 5 lane section.

Please give me a call or email if you need further information.

Mark



"Mark Palmer"  
<MPalmer@oaconsulting.com>

08/04/2005 03:19 PM

To <RHill@ci.lincoln.ne.us>

cc

bcc

Subject: Lincoln Poultry Waiver justification

Ray

I would like to expand on the waiver justification for signage.

We are requesting that the signs be located outside of the first 20' of setback, and be located more than 30' from the building. The nature of the development will have buildings a good distance from the public roadways, these businesses will need their signage by the roadway for identification purposes, we are therefore requesting that the signs be more than the required 30' from the building. We have asked that the signs be closer to the road to allow for easy identification in the internal roads. The justification for requesting the waiver for signs on "O" street is that the existing right of way is close to 100' wide, and adding another 50' before a sign can be built is placing the signage further off the road and not as easily identified.

The request for double frontage lots is to allow flexibility in the internal site design. Lot 3 is the proposed Lincoln Poultry lot. The building will access both roadways - one for truck delivery, and the other for office and visitor access. The lot needs the double frontage to allow this to happen.

Please call me if you need further information or have additional questions.

Mark



"Mark Palmer"  
<MPalmer@oaconsulting.co  
m>

07/28/2005 04:55 PM

To <TCajka@ci.lincoln.ne.us>

cc

bcc

Subject Re: Westview

Tom

On behalf of Lincoln Poultry I am requesting a waiver to the  
Dubdivision design standards to allow for lot 3 to be a double frontage  
lot.

Thanks Tom

Mark

>>> <TCajka@ci.lincoln.ne.us> 7/28/2005 3:25:44 PM >>>

The subdivision does not allow double frontage lots. Lot 3 is a double  
frontage lot. You will need to request a waiver for lot 3.

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of the original message.



"Sgt. Don Scheinost"  
<lpd798@CJIS.CI.LINCOLN.  
NE.US>

07/26/2005 10:25 AM

To Tom Cajka <TCajka@ci.lincoln.ne.us>  
cc  
bcc  
Subject Westview Addition-CZ05055

Mr. Cajka,

After reviewing the Westview Addition CZ05055 plans, the Lincoln Police Department has some concerns, reference this project. Initially, the street name 'Westview Circle'. Currently there is a street named Westview Avenue, which is located near SW 32nd and West 'O' Street. In emergency situations, individuals reporting crimes to the Lincoln Police Department or to the 911 Center usually are confused, and can only remember the first part of a street name. This will cause confusion in emergency situations and could cause serious delays in emergency response situations for emergency personnel. We feel that the street name 'Westview Circle' should be changed prior to the plan being approved.

Secondly, we object to the street length proposal, in excess of 1320 feet, due to emergency response conditions. We feel that blocks that extend over 1320 feet, cause problems for emergency vehicles responding to emergencies. Extended blocks cause problems during construction, accidents, or emergency situations that require the block to be shut off.

As we provide services to the citizens of Lincoln, we do not want our responses to be hampered by extended block lengths that can be avoided prior to being built.

Sergeant Scheinost  
Lincoln Police Department

INTER-DEPARTMENT COMMUNICATION

**-LES**

**DATE:** August 2, 2005  
**TO:** Tom Cajka, City Planning  
**FROM:** Sharon Theobald (Ext. 7640) *Sh*  
**SUBJECT:** DEDICATED EASEMENTS  
DN #2N-58W

**CZ #05055**  
**UP #05007**  
**AN #05012**

Attached is the Use Permit for Westview Addition

**In reviewing the dedicated transmission line or other electrical easements shown on this plat, LES does not warrant, nor accept responsibility for the accuracy of any such dedicated easements.**

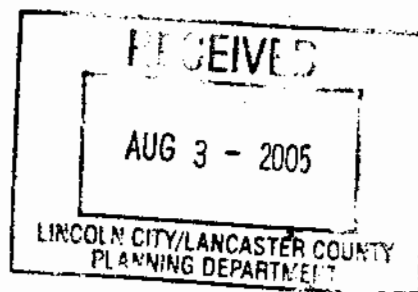
ALLTEL, Time Warner Cable, and the Lincoln Electric System will require the additional easements marked in red on the map, along with a blanket utility easement over Outlot "A".

Please add, as a stipulation, the following:

Any construction or grade changes in LES transmission line easement corridors are subject to LES approval and must be in accordance with LES design and safety standards.

Landscaping material selections within easement corridors shall follow established guidelines to maintain minimum clearance from utility facilities.

ST/nh  
Attachment  
c: Terry Wiebke  
Easement File  
Julie Wismer



**LINCOLN-LANCASTER COUNTY HEALTH DEPARTMENT  
INTER-OFFICE COMMUNICATION**

|   |   |
|---|---|
| <b>TO:</b> Tom Cajka                            | <b>DATE:</b> August 4, 2005   |
| <b>DEPARTMENT:</b> Planning                     | <b>FROM:</b> Chris Schroeder  |
| <b>ATTENTION:</b>                               | <b>DEPARTMENT:</b> Health   |
| <b>CARBONS TO:</b> EH File<br>EH Administration | <b>SUBJECT:</b> Westview Addition<br>CZ #05055 UP #05007<br>AN #05012 |

The Lincoln-Lancaster County Health Department (LLCHD) has reviewed the proposed development with the following noted:

- According to the LLCHD's Geographic Information System (GIS) records, an eight inch high pressure underground petroleum pipeline traverses the north eastern corner of this proposed development. In the event of a spill or leak of a flammable liquid, the United States Department of Transportation's 2000 Emergency Response Guidebook recommends immediately establishing an isolation area of at least 80 to 160 feet in all directions to protect public health. For a large spill of a flammable liquid, this guidebook recommends an initial downwind evacuation for at least 1000 feet.
- Given this information, the LLCHD recommends establishing a buffer of 160 feet on each side of this pipeline. While there are no current regulations that prohibit the location of occupied structures within certain distances of underground petroleum pipelines, the LLCHD recommends that occupied structures not be located within the 160 feet of this pipeline. At the very least, prospective buyers or lessees of the lots should be informed regarding the presence of the underground petroleum pipeline and the LLCHD's recommended 160 foot buffer.
- All wind and water erosion must be controlled during construction. The Lower Platte South Natural Resources District should be contacted for guidance in this matter.

- During the construction process, the land owner(s) will be responsible for controlling off-site dust emissions in accordance with Lincoln-Lancaster County Air Pollution Regulations and Standards Article 2 Section 32. Dust control measures shall include, but not limited to application of water to roads, driveways, parking lots on site, site frontage and any adjacent business or residential frontage. Planting and maintenance of ground cover will also be incorporated as necessary.

# Memorandum

To: Tom Cajka, Planning Department

From: Chad Blahak, Public Works and Utilities  
Dennis Bartels Public Works and Utilities

Subject: Westview Addition Use Permit #05007

Date: August 5, 2005.

cc: Randy Hoskins

Engineering Services has reviewed the submitted plans for the Westview Addition Use Permit, approximately located on the northwest corner of SW 56<sup>th</sup> and O Street, and has the following comments:

**Sanitary Sewer** - The following comments need to be addressed.

(1.1) A sanitary sewer main needs to be shown extending to the north property line of this plat to provide connection from the property north of Interstate 80. It appears that the most logical location for the sewer extension is to the northeast corner of this plat.

**Water Main** - The following comments need to be addressed.

(2.1) The plans need to be revised to show 12" water mains for the internal water system as this is proposed to be an industrial development.

(2.2) An easement needs to be shown for the extension of the 12" water main on the west boundary of this plat such that a minimum of 15' of easement is provided on both sides of the proposed water main.

(2.3) The current city water project will extend the 16" water main in O Street to just west of the intersection of Westview and O Street. Prior to the final platting of Redfield Drive, the 16" water main will need to be extended to the west end of this plat. If the city of has not extended the 16" main at the time Redfield is final platted, the developer will be responsible for the extension of the main to be reimbursed at such time the city had planned for the extension in the CIP.

**Grading/Drainage** - The following comments need to be addressed.

(3.1) The required culverts at the intersections of Westview and Redfield Drive at West O Street need to be shown on the grading plan. Sizing calculations also need to be provided to the satisfaction of Public Works.

(3.2) The proposed detention pond is shown to be located partially in the future NDOR ROW. The grading needs to be revised to remove the pond from the future ROW and the influence of the proposed NDOR project.



**Streets/Paving** - The following comments need to be addressed.

(4.1) Westview Circle should be extended to the west boundary of this plat. The property to the west is bounded by this property to the east, Interstate 80 to the north, and the existing railroad line on a diagonal to the west. Due to the grades involved with the West O Street railroad underpass, it is very unlikely that a direct access to O Street from the west property will be possible. If Westview Circle is not extended to this property, all 60+ acres of industrial land will be forced to use the single access at Redfield Drive. Also, given the substandard intersection spacing on West O Street and the proximity to the railroad underpass, only one traffic signal will be allowed for the frontage of this plat. Since Westview will be a four-way intersection with West O Street, this location will likely be a possible signalized intersection when traffic warrants are met. Connecting Westview to Redfield Drive will give the property to the west access to a possible traffic signal.

(4.2) The plans need to be revised to show the proposed NDOR West O Street realignment project. The alignment of Redfield Drive will likely need to be revised slightly to accommodate the future O Street alignment.

(4.3) The plans need to be revised to accommodate temporary right and left turn lanes in West O Street at Redfield Drive and Westview. The temporary improvements are not impact fee facilities and are the responsibility of this developer.

(4.4) Information needs to be provided showing that adequate site distance is provided for the intersection of Redfield Drive in regard the railroad underpass.

**General** - The information shown on the preliminary plat relating to the public water main system, public sanitary sewer system, and public storm sewer system has been reviewed to determine if the sizing and general method providing service is satisfactory. Design considerations including, but not limited to, location of water main bends around curves and cul-de-sacs, connection of fire hydrants to the public main, temporary fire hydrant location, location and number of sanitary sewer manholes, location and number of storm sewer inlets, location of storm sewer manholes and junction boxes, and the method of connection storm sewer inlets to the main system are not approved with this review. These and all other design considerations can only be approved at the time construction drawings are prepared and approved.